

## COMMERCIAL.

## THE PACIFIC Commercial Advertiser.

SATURDAY, DECEMBER 17, 1864.

LITTLE need be said this week in regard to business, as the storm has put a damper on everything, and nearly every one has been kept busy in trying to preserve his stock from the floods. One thing seems proven, that the best steams and fast-built vessels are not water-tight, from the ridge-pole to the cellar.

A number of ships have been kept in port for more than a week on account of the storm, but almost the weaker moderate, will be able to tow us soon. Neither the steamers nor coasters have attempted to make their usual trips, and they are wise in remaining in a safe port.

During all this heavy storm—the most severe we have known for fifteen years—our shipping in port has received on damage, which speaks well for the reputation of the harbor. At San Francisco or Valparaiso, a number of two hours duration often causes damage to the extent of hundreds of thousands of dollars to the shipping.

We have no later intelligence from abroad. Gold at latest date from New York was quoted at \$24.

### CORPORATE IRISH.

Fifty thousand Canadian acres have been planted with fax this year, against five thousand last year; a result of the cotton famine.

The fax crop in Ireland this year is very large. In the raw it will be worth at least five million dollars.

The petroleum produced in Pennsylvania was sold at the wells for \$100,000,000 during the last year, and the imports were valued at \$100,000,000.

The greatest mass of salt iron in the world is the Iron Mountain of Missouri. It is three hundred and fifty feet high, and two miles circuit.

The Dutch traders import English annually with twenty-five thousand barrels sugar.

The total cost of the Eastern colonies which sold for \$2,000,000 a few years ago, now brings \$400.

France works 400 coal mines, 202 iron mines, of other substances 200.

The Pacific Star—a paper mill upon the Niagara river, where the Oak Island bridge crosses the rapids, where five tons of straw per day are manufactured into two tons of white paper. The New York Tribune of the 25th contains a full account of the process, and also gives the names of the days every large amount of wheat, oat, barley and rye straw of the adjacent country, paying just \$10 per ton for the raw material.

The annual interest, payable in gold and currency, is \$1,778,643.

Pacific Star.—The fall in prices continues, though the decrease is not as rapid as might have been expected, the demand having been greater than the supply during the old prices. They are brought to their senses by finding that their neighbors are underselling them from ten to twelve per cent per annum, and are now planning to sell 80 cents per pound, or even more, plus 80 cents per hundred, and will be furnished at fifty before the snow comes. The average crop of this season in New England will be raised at forty-five cents per pound, and the same will be sold in New Hampshire at ten cents per bushel. The farmers who sold their butter at fifty cents per pound delivered and paid in New England will be compelled to sell at forty-five cents, and the margin of forty-two cents. Dry goods have declined that far in New York fifty-eight to sixty-five per cent. "Dull and slow" is now the daily feature of the market reports.

### Ships' Mails.

For WINDWARD Ports—per Kiana, Monday.  
For HAWAIIAN Islands—Tuesday, noon.  
For Hilo—per Kailua, Wednesday.  
For Kauai—per Kalama and Eao, noon.

### PORT OF HONOLULU, H. I.

#### ARRIVALS.

Dec. 16.—Schooner Kauai, from Kona.  
17.—Schooner Mary, from Kona.  
18.—Am. clipper ship "Ariosto," passed the port.  
19.—Steamer Kiana, Matson, from Windward ports.  
20.—Steamer Am. "Aurora," from San Fran.  
21.—Schooner "Waini," from Honolulu.  
22.—Schooner Kaimana, Melville, from Nawiliwili.  
23.—Brig Nahoeawau, Hilo, from Hilo.  
24.—Schooner Manawau, from Hilo.

*No departures this week.*

### VESSELS IN PORT—DECEMBER 17.

Bark corvette "Varian," Lenth.  
Am. ship "Seaman's Friend."  
Am. bark "Comet," Smith.  
Am. bark "Hawaiian Homestead."  
Am. ship "Asia," Flanders.  
Am. ship "Broadmoor," Cushing.  
Am. bark "Endeavor," Kinney.  
Am. bark "Fiji," S. S. Smith.  
Brix Lalaina, Hilo.  
Peruvian bark "Potosi," Hilo.  
Peruvian bark "Talcahuano," Hilo.

*No departures this week.*

FROM THE ARMY.—We are often asked respecting Col. Sam'l C. Armstrong, formerly of this city, as to where he is located, &c. The following extract of a letter received by his relatives from him by the last mail, will explain. He has been promoted to a Colonel in the U. S. Regular Army, a post which he can hold for life, with a prospect of promotion to a General's b'le. From the letter, it will be seen that he is in active service before Richmond:

New Market Road, 5 miles from Richmond,  
8th Regt., 8th Army, D. C. Oct. 1864.

"I have this morning been much favored by several letters from home. They were more welcome than I can tell. We are holding a line of intrenchments, which was rescued from the enemy by the 18th Army Corps. The rebels are not far off, and have been repulsed with great slaughter. We feel secure, and wouldn't object in the least to their attacking us. You see we have suddenly changed our base. A few days since, Gen. Grant ordered the Second Army Corps to relieve the 10th in the trenches before Petersburg. Up that time, I had had the sole responsibility of the Regiment for several months. I was tired and overworked, and the night we moved out of the trenches, could hardly sit on my horse. I was compelled to succumb, and seek rest in the Hospital, from which the chief cause of my sickness was, the extreme violence we were obliged to keep, night and day, when so near the enemy."

"Internal vigilance is the price of liberty."

Well, the 10th Corps crossed over James river, and went to Chesapeake Hospital, near Fortress Monroe, having a slow intermittent fever, well nigh exhausted, and with a severe cold besides. The Hospital is the famous Hampton Female Seminary. The 10th went into the battle, and with it my Regiment, which, alone and unsupported, attacked a tremendous fort, supported by two other strong forts, also by a heavy line of breastworks, and before this immense line was a very deep ditch and slacked timber, for over half a mile, making it almost impossible to cross. On the 9th, the 10th went in nobly, was raked, and cut to pieces, and finally fell back before a terrible fire of grape, shells, &c., from three forts. To go forward, would be certain destruction. The negroes never turned their backs, but walked steadily forward, until the commanding officer ordered a retreat. No men were ever braver than the slaves of Maryland. I was of course absent, but the officers of the Regiment were held responsible, to curse the General who managed them so badly."

Since then, the Regiment has done no fighting. We are now in front of the line, and are awaiting developments. I remained at Hospital some six days, and then returned to the front, although by no means well. I remained on the sick list, until put in command of the Brigade for a time, until a superior officer came to fill the place.

Yours, &c., S. C. A."

"On Tuesday last, a large clipper ship was seen very close in shore, by the people at Waiau (just beyond Diamond Head). It was raining hard at the time, and unable to find the port, she probably put to sea, and went on to China or Baker's Island. We think it must have been the Shakespeare, from San Francisco for Baker's Island.

FORERUNNER.—The ship "Helen" is the first vessel expected from San Francisco. She probably left about December 1st, and will bring a mail. The "Forerunner" and "San Joaquin" would leave between the 5th and 10th. We may look for one of these vessels during the coming week."

FOR SAN FRANCISCO.—The "Osward" will be the first packet leaving, but the stormy weather renders it uncertain how soon she will be able to load.

## SATURDAY, DECEMBER 17.

In the Oregon State Senate, on the 14th of October, Hon. J. H. Mitchell introduced a resolution, instructing the Oregon Senators and Representatives in Congress, to urge the adoption of a free trade or reciprocity treaty between the American Government and the Hawaiian Islands. His resolution was supported by a speech, in which he argued that it would be as much for the advantage of the Pacific Coast to admit our products free of duty, as for the Islands to obtain American products; for though the American customs would lose a large revenue under such a treaty, yet the people would be equally gainers by obtaining the imported articles at much lower than present rates. His speech is too lengthy for insertion in full, but we make two or three extracts:

And how singularly true that the necessary imports of the Pacific States and Territories, and those of the Sandwich Islands, can, in nearly every particular, be supplied by the exports of the United States, and carried away from the ports of Portland, San Francisco and Astoria, with her cargo of lumber, spars, shingles, staves, door, fish, coal, and butter, with which to supply the demands of the people of the Hawaiian Government, returns in a few short weeks from the port of Honolulu, bearing her cargo of sugar, molasses, syrup, coffee, pulu, paddy, rice, arrow root, tobacco, cotton, goat-skins and tropical fruits with which to supply the necessities and swell the luxuries of the people of that coast. This is also true of the Islands in the consideration of the relative geographical positions of the two countries in a commercial point of view, is of sufficient importance to induce the people of Oregon and of this coast, to, at least, pray the General Government, in an earnest and respectful manner, to remove every barrier to a system of free trade between the Hawaiian Government and the Pacific States and Territories.

The binding ligaments of trade are difficult to be broken, and let these Islands be bound to us by treaty, and we will be bound to them. We will be bound to them, but that the neighbors are underselling them from ten to twelve per cent per annum, and will be furnished at fifty before the snow comes. The average crop of this season in New England will be raised at forty-five cents per pound, and were were sold in New Hampshire at ten cents per bushel. The farmers who sold their butter at fifty cents per pound delivered and paid in New York fifty-eight to sixty-five per cent. "Dull and slow" is now the daily feature of the market reports.

After quoting from our Custom House statistics for 1863, to show the preponderance of Hawaiian trade with America over other nations, both as regards imports, merchant tonnage and whalers, he goes on to say:

From these statistics it is evident that American interests largely predominate in trade, commerce and navigation; and not only so, but the sugar plantations of these Islands are principally owned by and under the management and control of Americans residing there, and who are engaged in trade and commerce; and to this regard we propose a treaty of reciprocity, and by this regard we propose a treaty of free trade between our own country and a treaty with a foreign power. Every consideration, then, of duty and interest, it seems to me, would concur to animate every American citizen residing upon the Pacific coast with earnestness and zeal in favor of a treaty of reciprocity between the two Governments, by which each will be greatly benefited, and also bound indissolubly together by the strongest ties of interest and trade.

And more especially should it be important a matter to the people of Oregon and the Pacific States and Territories generally to take in hand, and act upon the attention of our Government, while it is in the power of our Government to accomplish it, and when the proposition for such a treaty comes to us from the Hawaiian Government, such a position

I am sure will be taken by the present Chief Justice of the Hawaiian Government, formerly a member of Congress from the State of Maine, and who, although now identified with the interests and Government of these Islands, is understood to be an American in every sense of the term, has been empowered by his Government to negotiate a treaty, providing in general terms for the admission of the leading articles imported by either country from the other free of duty; and he is now at the city of Honolulu, for the purpose of presenting the matter to our Government.

While it is true that such a treaty would, under our present rates of tariff, diminish somewhat our nation's revenue, it would reduce the cost upon this coast to the consumers of such articles as coffee, sugar, syrup, rice, pulu, etc., to about one-half of their present rates, provided the supply from the Islands should prove equal to the demand; of which fact there could be but little room to doubt.

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